

## OFFICIAL NOTICE

OFFICIAL NOTICE  
Proposal to change a ship's name.

I, John Cowie, of 13 Castle Street, Findochy, hereby give notice, that in consequence of change of ownership, I have applied to the Department of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of my ship "KUDOS OF WARSASH" of Southampton, official number 359618, hereto-for owned by Mr. J. Bliden of Southampton, for permission to change her name to "Strath" to be registered in the port of Buckie in the said new name as owned by me.

Any objections to the proposed change of name must be sent to the Registrar General of Shipping & Seamen, Llandaff Road, Llandaff, Cardiff, within seven days from the appearance of this advertisement.

Dated: 16th January 1976.

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## fishing news

January 23, 1976

No. 3280

Est. 1913

12p

MIRRELS  
BLACKSTONE  
DIESELS

NAVY PULL-OUT:  
SKIPPER'S WARY

BRITISH trawlersmen are continuing to fish off Iceland without Navy protection and with no guarantee against attack by gunboats. Following the announcement on Monday by Foreign Secretary, James Callaghan, that British warships would be withdrawn and Iceland's Prime Minister invited to London for talks, most trawler firms confirmed that their skippers were staying on the grounds. In the events which led up to the decision to pull-out, Iceland had threatened to sever diplomatic relations.

Sprats not  
mackerel  
for purser

CORNISH fishermen would have seen a sight for sore eyes had they been at Fraserburgh last week.

Humours were rife last week that the powerful 135ft. purser *Chris Andra* was heading for the Cornish coast to plunder their mackerel.

But *Chris Andra's* skipper had no such intentions. And he brought her home with 300 tons of sprats to prove it — all taken off the north-east coast of England.

When informed of his unwitting 'fame' in the national press during his trip, Skipper Andrew Tait agreed with his brother Willie, quoted in *Fishing News* last week, that the Government would be wise to impose a 50-mile limit which would put a stop to infighting amongst British fishermen.

Skipper Tait estimated there were about 200 foreign vessels working just outside the 12 mile line off North Shields scooping up sprats.

Given a 50-mile limit, he said, "there would be enough sprats to keep the entire fleet going for a life-time."

*Chris Andra* couldn't start unloading her 300 tons until a day later — the fish meal factory was full up, mainly with fish from Faroese boats.

Inshore fish  
export link

THREE well-known firms based in Scotland have joined-up to sell inshore fish and shellfish landed in Britain.

This link between W. S. Unkles (Seafoods) Ltd., cold store operators Frigoscandia Ltd.; and fish salesmen and trawler owners Richard Irvin Ltd., is aimed at expanding fish sales to overseas markets.

Irvin recently helped set-up Alert Seafoods (Aberdeen) Ltd. to process fish.

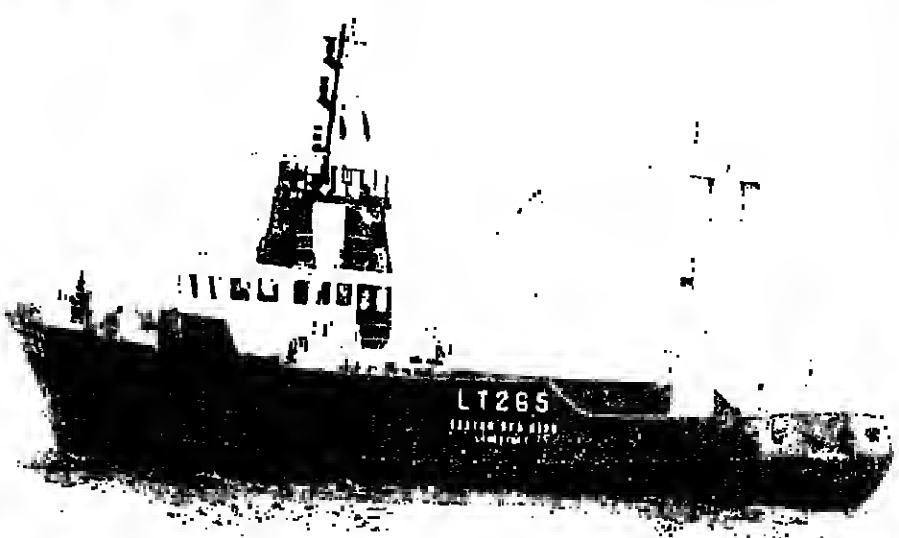
Centre of the operation is the new Frigoscandia freezing complex at Bellshill, Glasgow. The 1.3 million cu. ft. cold store, Frigoscandia's first venture in Scotland, is expected to start working in April. Unkles already has a mackerel and herring processing factory on the Bellshill site and Frigoscandia has a refrigerated transport system working.

At present Unkles is heavily involved in the export market, dealing mainly in queen scallops, pink shrimps, herring, mackerel and sprats.

The Bellshill cold store is part of a 25 m. UK expansion Frigoscandia announced 14 months ago. This money has been spent on 750,000 cu. ft. extension to the group's cold store in London and a 1.35 million cu. ft. extension to its Norfolk cold store.

## Mighty midget

DUE TO start fishing trials this week is Lowestoft's new pocket stern trawler *Boston Sea King*. The port's former top skipper, Paul Mean, has taken over the *King* which has a registered length of only 78 ft. Two sister ships have been ordered by Boston from the same builders, the Drypool Group, which did the fitting out after the hull was built at Pauli. "The new, smaller vessels will fish the same grounds as the bigger trawlers. We hope to cut reeking fuel costs", said a Boston spokesman. All three ships are being powered by 700 hp Mirreles Blackstone engines and they will work with a crew of eight, including skipper. Second in the series, *Boston Sea Knight*, is due towards the end of this year. Skipper Mean left *Boston Sea Dart* at the end of last year to 'help things get moving' for *Boston Sea King*.

bringing home  
the profits

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Arrested  
skipper  
was not  
fishing

FLEETWOOD skipper, Jack Kelly, has been fined £50 for entering Irish territorial waters.

The trawler he commands, *London Town*, was arrested on Thursday last week off the Donagall Coast.

In a special court at Letterkenny, Skipper Kelly denied a charge of illegally entering the limit.

Although a £50 fine was imposed on Saturday, no order was made about the trawler's catch and gear.

The Fleetwood-based trawler *London Town*, which was arrested off Ireland last week.

GOVERNMENT MUST  
GIVE AID-MP

PROBLEMS facing the fishing industry add up to a gloomy economic picture for the industry on Humberside.

While the EEC Common Fisheries Policy is being worked out and future plans are known, it is essential that the Government gives further economic aid to the industry and help reform the conditions of people who work in it, said Labour MP, Kevin McNamara (Hull Cen.).

Speaking to the general management committee of the Central Hull Labour Party last week, Mr. McNamara pointed out that Humberside's fishing industry is facing its worst ever crisis and seagoing jobs would become even scarcer.

The past 12 months have seen the crisis deepen considerably, said Mr. McNamara.

The British distant water fishing fleet has shrunk from 362 to 253 vessels — a large number of them in the Humber ports.

"On top of that less fish has been landed at Hull and Grimsby. The result — a fall in employment. And that in an area already suffering from a jobless problem which is higher than the national average."

"Figures produced by the Department of Employment estimate that, in the period between April and October 1975, a total of 380 seagoing jobs were lost to the Hull fishing fleet, and 400 of Grimsby's, because fishing vessels were laid up or scrapped. Current figure for unemployed fishermen in Hull alone is 645.

this fish for processing.

Under the present EEC policy, all the advantage to Britain of wider fishing limits would be wiped out, warned Mr. McNamara. He urged that our negotiators press for an exclusive economic zone within the new limits.

THE NEW 65ft. Irish trawler *Golden Star* was reported to be landing mackerel at Newlyn, Cornwall, last week. Built in Norway and registered in Bangor, Northern Ireland, *Golden Star* is powered by a Baudouin 430 hp engine.

"This number could well rise in the next few months. Government subsidies to the industry have now ended and no more can be expected, according to official spokesmen."

"The Icelandic fishing row, and the worldwide extension of fishing limits expected after the Spring Law of the Sea Conference, could well send many more vessels to the scrapyard."

Humberside's processing industry could survive, said Mr. McNamara, on imported fish. But, he pointed out, it was in the national interest that our own vessels supply

Cornish port  
murder hunt

DETECTIVES hunting the strangler of Mrs. Susan Russell (84), who was found near Mylor harbour, Cornwall, early on January 3, have been interviewing French fish lorry drivers.

The lorries transport catches from Cornish co-ops over to Brittany, using the Roscoff ferry.

The possibility of a French connection has so far been confined to inquiries within Cornwall, although these may later switch to France.

'Derisory  
quotas

AS FAROESE boats queue up at Fraserburgh to discharge sprats to the local fish meal factory, local skippers are mainly largely unimpressed with government attempts to safeguard Britain's fishing industry.

*Fishing News* spoke to some herring skippers to get their views on quotas — the North Sea quota in particular — and the most popular adjective used to describe the allowances was nonsense, ridiculous, derisory.

Sold Skipper Willie Tait Challenge: "The quota system is a waste of time. It's own man stop fishing with foreign vessels continue to exploit our stocks. The government is too soft."

Skipper Tait believes wider territorial limits are essential the quicker access to herring conservation.

George Watt, skipper of powerful pair *Travis Kollista*, feels that quotas are "reasonable" under the circumstances.

But, as for the North Sea Skipper Watt and other herring skippers think the quotas allocated to British boats "ridiculous".

"The situation is precarious," said Skipper Watt. "It is conceivable our share of the quota will be used up during the fishing."

Kollista's skipper, who fished both west and coast grounds for a number of years, feels bitter that own fleet must sit and wait while foreign vessels while he puts it, have "savaged" own grounds now rampaged by foreigners.



Chris Andra heads in with 300 tons of sprats.



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## COMMENT

### We need plans for 100 miles

THE BIGGEST trawling firm in Britain has emerged from the shadows of the British Trawlers' Federation to present its own views of the way the British industry should be run in the future.

As we drift into a whole new regime for world fisheries, without any indication from the Government that it is really interested in planning a future for the industry, it is easy to understand the frustration being felt by companies like British United Trawlers.

What is made clear in this document is that, as far as Europe is concerned, we stand to gain or lose more than anybody else if 200-mile limits become the order of the day. The picture it paints for Britain is a flowing one — if only our negotiators are prepared to fight.

Although it has taken a lot of effort to compile this document, it really says nothing more than the British Trawlers' Federation has been spasmodically saying over the past year. In advancing the argument for a 200-mile limit, with an exclusive 100-miles for British fishermen, British United Trawlers will find little dissension from other sections of the industry. What is it really fails to get to grips with is how the 100-mile zone would be divided up among British fishermen?

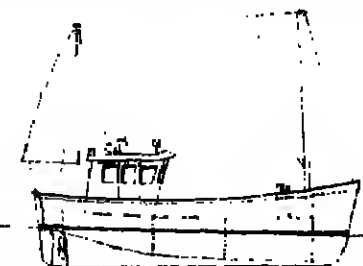
If any policy for British fishing hopes to get the backing of the inshore industry, it will need to be very specific about how the spoils from an exclusive zone would be divided up.

WITH THE decision to withdraw the Navy, Iceland's bluff has been called. The situation has been defused enough to see if Iceland really wants a fair agreement.

Already the suspicions harboured by the trawling industry about Iceland's intentions look well founded. According to reports from Reykjavik, the offer to Britain stands at 40,000 tons — which must all be taken outside the 50-mile line. Looking at the recent performance of the British fleet even Iceland's previous offer of 65,000 tons appears ludicrous. Our trawlers have established that, with protection, they can fish at twice this rate.

To have endured a winter's fishing at the mercy of the gunboats for peanuts is just not on. When negotiations do start, we will be talking from a position of strength. It has been proved that we can maintain our catch and anything that is topped off the previous 139,000-ton agreement is a bonus for Iceland.

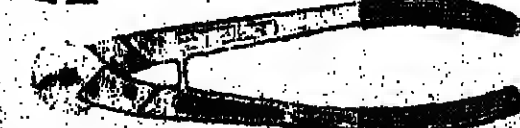
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## Trawler firm offers a fishing policy

BRITAIN'S most powerful trawling company has put forward a policy for fishing. The objectives revolve around the establishment of a 200-mile limit, with a 100-mile/median fishing zone exclusive to British fishermen.

In a 19-page document being circulated among the industry, British United Trawlers say that they have to take this action because neither the Government, nor anybody else, has committed themselves to a policy.

In line with the Government's aim of "beckoning winners", BUT says the objectives of its own policy are:

**ENSURE** continuing and increasing supplies of fish (of preferred species and quality) to UK consumers at stable, reasonable prices.

**INCREASE** the catch by UK vessels so as to provide 90 per cent of UK requirements (security of supply) and become a net exporter of fish and fish products.

**MINIMISE** the inevitable change in availability of traditional species (e.g.

cod) resulting from extended fishing limits.

**ENSURE** an economically viable industry with the ability to maintain/replace its capital investment in vessels, processing plants and market infrastructure using modern technological developments.

**EFFECT** a smooth, planned restructuring of the UK fishing fleet to produce the right number of modern vessels appropriate to the species available in the "200-mile" era. Minimise the social and economic repercussions involved.

**PROVIDE** good long-term prospects for secure employment of a high wage/high productivity nature in a safe, modern working environment.

Produce an effective conservation system which permits the economic optimum catch from waters under UK jurisdiction within the scientifically determined maximum sustainable yield.

To achieve these objec-

tives, BUT says that Britain must obtain jurisdiction over fish stocks within 200-miles or a median off our coast. This is essential to stop large foreign industrial fishing fleets taking immature fish.

We should also now be going ahead to set up "swapping" arrangements with other countries and negotiate transitional phase-out arrangements. Within the 200-miles, there should be a 100-mile zone exclusive to British fishermen. The outer 100-miles would be a bargaining area with other nations.

Effort limitation and mesh regulations should be imposed on foreign vessels fishing in our waters. With the enforcement of quota systems "virtually impossible", a more powerful force of aircraft and protection vessels is needed.

The present decline of our fleet must be halted. Loss making ships now laid up should be got back to sea with the help of Government subsidy. This will help to keep up the strength of the fleet until it is able to take advantage of the new pattern that is emerging for fishing.

On 1973 figures, say BUT, the total catch within a 200-mile zone around Britain was 2.2 million tonnes of which the UK took only 0.8 million tonnes. If 1973 catch rates maintained, this means it would have an extra 1.4 million tonnes of fish within our control — plus the expected 1 million tonnes of cod expected on the west coast of Scotland. The whiting could help replace anticipated loss of cod.

With a 100-mile exclusive fishing zone, properly managed North Sea herring stock could recover in 3-5 years. The fishing policy would ensure ample supplies to coastal fishermen, say BUT, and a surplus for large vessels to freeze at sea.

All the mackerel off Devon and Cornwall being taken by foreign fleets would be available for British fishermen in an exclusive fishing zone. Catch limitations are now urgently needed on this stock.

BUT hope that the package will provide the framework of a fishing policy suitable for all the industry.

## WHAT A PICTURE!

### — join-up for a rosy future

HULL Fishing Vessel Owners' Association is looking beyond today's grim times and preparing for a more settled future. Proof of this in the future of Hull is a big fishing port is shown in a recent move by the industry to a larger and newer base, also the continuation of its recruiting and training programme on which the port spends over £400,000 a year.

Mr. T. W. Boyd Jr., president of Hull Fishing Vessel Owners' Association, gave this figure on Tuesday night when stressing the great importance of a continued flow of young trainees into the industry.

Mr Boyd was speaking at Hull Nautical College during the premiere of the Anthony Barrier Productions' film 'Trawling — Your Future'.

This 30-minute documentary gives an impressive insight into the industry's shore and sea training facilities.

During introductory remarks to a gathering of about 100 people, including a number of career masters, Mr. Boyd explained that a

number of years ago the local fishing industry had decided upon such a film. He said it had been commissioned by the Hull industry and would be paid for exclusively by it.

He added that, quite obviously, the future of Hull as a port depended almost completely on the Government's successful negotiations for a 200-mile limit for this country, and for a 100-mile exclusive fishing zone.

## Grimsby stunned by catch crisis

FRESH FISH catches slumped to the worst level at Grimsby for years last week when just over 12,500 kts were landed, including over 8,000 kts from foreign trawlers.

"If this is a foretaste of things to come, we might as well pack up now before everyone goes broke," a disconsolate fish merchant told Fishing News.

He added: "There has been so little fresh fish about, and what there has is so expensive, that we've been forced back onto frozen stocks to help out."

"What little fresh I have bought since this market reopened two weeks ago has cost me nearly £400 selling out at a loss to keep trade. No one can go on like this much longer."

Certainly on the face of it fish prices remained on a high level all round, but the trawler owners were just as unhappy over the situation as the merchants. Far from making fat profits from expensive fish, most of them sustained hefty losses, too.

The crisis is largely due to the shortage of fish, there were only six distant water

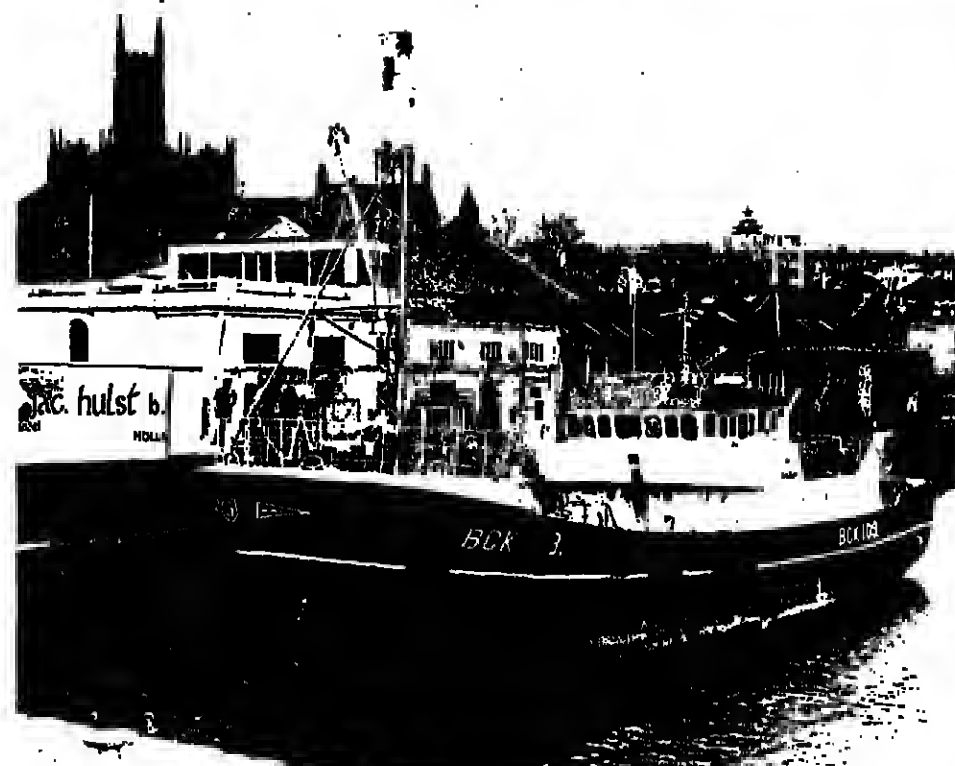
### Two mates

The frustrated seamen soon easily at home. Mother said that Roger "mad about the sea" long for the day when he like his four elder brothers were trawlermen are mates.

The owners of the Consolidated Fisheries were not so sympathetic. Spokesman said: "If you go to sea, he's got to go wrong way about it."

## IDENA TO GO TRIALS

THERE is good news for Fleetwood with the arrival of another new port's fleet next month the 130ft. stern trawler being built at Goolbske, named after the builder's wife, is a piece about 100



## 'New look' trio off south-west

THERE'S a powerful new look about the British mackerel fleet fishing off Devon and Cornwall.

Landing off at Plymouth last week was Mike Hooking's new 85ft. trawler and liner *Daw-Gonan-ny* (below). She was reported to have put ashore between 80 and 80 tons. On the way down from the Lewis yard in Aberdeen she was to have tried some spitting, but did not.

The new 99ft. Buckle registered purse seiner *Gellie Rose* (above) landed 20-ton at Plymouth this week. She was reported to have moved up from Penzance, where she made £7,000 the previous week, because of bad weather. *Gellie Rose* is owned by a London-based company and craved by Scots.

A regular at Plymouth is Brixham's top skipper, John Day. His *Pascoe II* (right) is making good use of her extra capacity following a "stretch" at the Bideford Shipyard.



## ANNOUNCEMENT

The Aberdeen International Fisheries Exhibition



The Organisers of the ABERDEEN INTERNATIONAL FISHERIES EXHIBITION warmly welcome the total support and co-operation it is receiving from both commercial companies and Organisations in the fishing industry both at home and abroad.

There is no doubt that the ABERDEEN INTERNATIONAL FISHERIES EXHIBITION will be an unqualified success and companies wishing to reserve the remaining available space should contact the Organisers.

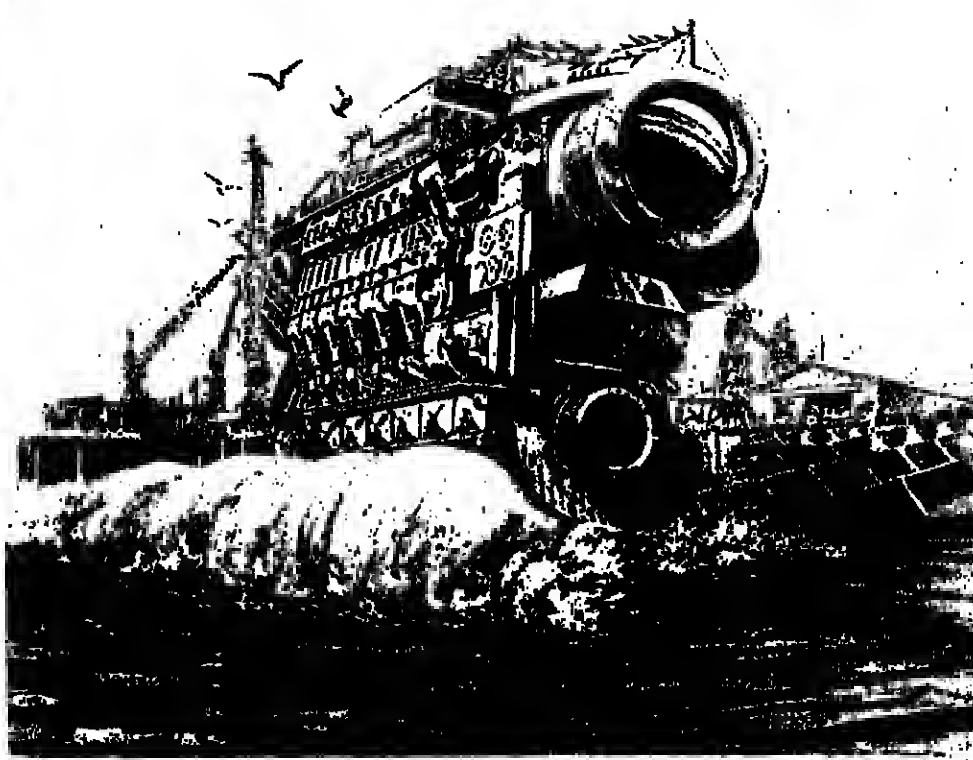
Further information from the organisers:  
Eagle Exhibition Consultants Ltd.,  
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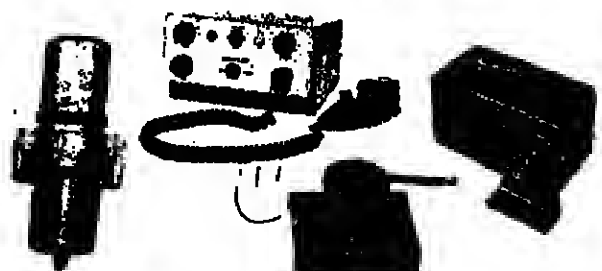
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# Hammond Innes tops £1½m

Shield top 20 — November

		Kits landed	Points
1	(1) Hammond Innes (Newington)	33,975	38,472
2	(2) Ross (But)	29,705	32,830
3	(3) Ross (But)	23,838	30,984
4	(4) C. S. Forester (Newington)	27,235	30,215
5	(5) Somerset (Newington)	29,171	29,384
6	(6) Lord St. Vincent (But)	25,257	29,309
7	(7) Arctic (But)	29,317	27,894
8	(8) St. Corvus (But)	26,053	26,785
9	(9) St. (Hemling)	22,829	26,785
10	(10) Westella (But)	23,751	26,393
11	(11) Ross (But)	20,857	25,487
12	(12) Loch Kribbell (But)	21,591	26,411
13	(13) Kingston (But)	19,942	26,387
14	(14) Kingston (But)	22,354	25,293
15	(15) Joseph (But)	21,803	25,131
16	(16) Arctic (But)	22,785	24,921
17	(17) Ross (But)	21,255	24,855
18	(18) Ross (But)	21,980	24,020
19	(19) St. Dominic (But)	21,450	23,885
20	(20) Ross (But)	20,155	23,629

Hammond Innes went on five trips to Iceland and four to the White Sea during the year. The rest of her year was split between the Narway Coast and Bear Isle. She went three times to the Norway coast, and once to Bear Isle; an another trip she fished bath grounds.

Her highest grassing came on January 6 this year after she had been on a 24-day trip to the White Sea over Christmas.

Skipper Bill Bretell

brought Hammond Innes home with 3,340 kits aboard to gross £72,092 — just £1,124 short of the national record. (Only part of this catch has been calculated as her 1975 grassing).

Even this was not her biggest catch by weight. In February last year, Skipper Dick Taylor landed a massive 4,342 kits after a 22-day Narway coast trip. She grossed £59,767.

The ship cannot be officially declared winner of the Hull

Shield until figures for the final month — December — are given. But Hammond Innes put ashore a massive last trip of the year — much of which counts for the contest — and was almost 10,000 points ahead of her nearest rival in the November table.

During November, Ross (But) held onto her second place while Ross (But) moved up from fourth to third. Another Newington ship, C. S. Forester, jumped from eighth to fourth.

## 'Electric' Aberdeen show

FISHING industry electronics suppliers are signing up to put on a big show at Catch 76 — the exhibition being held at Aberdeen in September.

The organiser, Eagle Exhibition Consultants of London, has now reserved space for Decca Navigator, Marconi International, Kelvin Hughes and the German firm of Krupp Atlas.

Other firms which have now reserved space include: Euronette, Robert Watson, Royal Bank of Scotland, Clydesdale Bank, DEY Engineering, United Wire, Caledonian Tractor and Equipment, C.F. Wilson, Sammer Allibert, Jotun Paints, Victoria Light Engineering, Trew Engineering, Ralle Rayce (compressor services), Kelvin Diesels and others. More than 1,200 sq metres have already been reserved.

The exhibition is being sponsored by the Grempan Regional Council, City of Aberdeen Scottish

Fishermen's Organisation, Anglo-Scottish Fish Producers' Organisation, Aberdeen Fish Producers' Association, Herring Industry Board and White Fish Authority.

The exhibition will be further supported by a two-day conference sponsored by the Scottish Inshore White Fish Producers' Association. Also, a Fishermen's Bill will be organised, the proceeds of which will be donated to the Royal National Lifeboat

## Fishing news

Chairman: Arthur J. Helgway  
Editor-in-Chief: Peter Hjul  
Editor: Harry Barrett  
Assistant Editor: Leo Strutt  
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FISHING widows end their children had a beated Christmese treat at Fraserburgh mission last Friday (above). But, despite the date, Santa was there accompanied by a Shetland pony. The kiddies were delighted with the special visitors, who distributed presents after the conventional consumption of 'goodies'. The mission held back the party date to evert olashee with other functions.

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## GY26

Sea Lady (GY 263) will be sold by auction on January 28, 1978. The vessel was brought over from the east in 1973.

## Estate agent to auction trawler

THE GRIMSBY trawler Sea Lady is to be sold by public auction by Grimsby fish docks on February 5 by a local auctioneer.

It is the first time for years that a vessel has been sold in this way on the east coast.

The vessel was built in 1948 and rebuilt two years ago.

For a big selection of fishing vessels for sale, see the Fishing News advertisement which starts on page 10.

## Santa show up for late Xmas party



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January 28, 1978

**SKIPPER** Dick Farrer and the crew of the Fleetwood trawler Wyre Conqueror were praised last week for their 'brilliant' seamanship in rescuing the crew of their sister-ship Wyre Victory.

Wyre Victory had left Fleetwood bound for Iceland with an 18-man crew under Skipper Albert Watson (60), one of the port's most experienced skippers.

She was steaming north near the west of Scotland islands of Rhum and Canna and near Hyskeir Light, when she hit an underwater reef and sent out a Mayday. Wyre Conqueror, which had left Fleetwood bound for Iceland on the same tide, immediately headed towards the vessel.

When she reached her, 16 men from Victory were transferred to Conqueror by liferaft. Skipper Watson, the chief engineer, Tim O'Sullivan and the radio operator, Bill Hughes, stayed on board, but they were eventually forced to leave as the ship filled with water. She sank in 15 fathoms.

Mr. O'Sullivan said on his return to Fleetwood: "He (the

## Harbour plans to cost more

THE COST of the proposed liner harbour development at Newlyn, Cornwall, has increased by about half in less than a year.

Since last February the estimated cost has leapt by £289,000, to £846,000. The work includes dredging, reclamation, building landing jetties, quay and new market.

# TRAWLER LOST OFF SCOTLAND

'Brilliant' rescue operation

skipper) was very upset. I mare or less had to force him from the bridge and half pushed him into the liferaft. He just didn't want to abandon his ship.

"We were going to try and get a line to her to try to tow. The wind at the time was not too bad — about Force seven — but there was a heavy swell. She was taking water in the forepeak at first, but she humped two or three times and the engine room started to fill. The bottom must have been ripped out of her. She started to list badly and it became obvious we would have to leave her."

Skipper Watson, on his return to Fleetwood, did not wish to say much about the incident, but he had praise for Skipper Farrer's seamanship: "I have nothing but praise for the brilliant seamanship of Skipper Dick Farrer and his men. They pushed in as close as anyone could to get our men aboard and give support. Their aid in very difficult conditions was of the highest order."

Skipper Watson said, that when the ship sank, it was the worst moment in his 46 years at sea. He has held a skipper's ticket since 1939 and is recognised as one of the most able and experienced skippers in the port.

Wyre Victory was built in



Wyre Victory now lies 15 fathoms below the sea.

1960, and has been one of the most successful side fishers at the port. John Haslam, manager of Wyre Trawlers at Fleetwood, said: "Our first consideration had to be the men. Thank God they all came out safely. But it is sad about the ship, she has been one of the best ever to sail from the port."

"In fact Wyre Victory was the last side trawler to be top ship at the port when, in 1971, she earned £186,417.

## SHORT SEASON

THE SHETLAND herring season, after the new year break, turned out to be the shortest on record.

The purser Sereue landed 90 units of small herring on Friday, selling to the Norwegian klondyker Arnes at £7.00 per unit.

There is no other market for the small fish and the Arnes is unwilling to take more, so the two local pursers

Sereue and Antares will be going over to white fish.

With some of the white fish fleet slow to return to work after new year, landings at Shetland were low. Forty-five trawl arrivals landed 1,370 cwt. worth £12,849; 17 some net arrivals landed 677 cwt. worth £5,204; two industrial trawl arrivals landed 1,071 cwt. worth £2,796.

Mr. Richardson said: "It is expected that the gross sales of fish landed on Whithy harbour last year will be about £675,000. On the basis of the present dues, the levy for last year will be £23,000, or 3 1/2p per pound of fish.

"With the new increase of one penny, the fishermen will have to find an extra £4,750 out of their fish sales. It will cripple some people."

## Would be cox all eye test

FLEETWOOD lifeboat's coxswain-alec, John McDonough, who failed the new RNLI ayealight tests and decided to go through an appeal test in London at his own expense, failed the colour section test last week.

Now the former inshore fisherman has decided to quit the lifeboat after 23 years. He said last week: "I think it's time I called it a day. Before going down to London I went to four local opticians and they all said I had A1 eyesight."

The Department of Trade test has caused controversy among lifeboatmen all over Britain and Mr. McDonough, who is acknowledged as one of the lifeboat top lookouts, says of the colour section of the test: "Four qualified opticians say that I can identify colours, but the Department of Trade examiners say I can't."

He added: "The RNLI insist that they have the best people as crewmen and I accept this. I certainly don't want to fall out with the Institute — they have been very helpful in all this, but they are bound by rules and regulations."

This latest development came just before the port's own lifeboat Lady of Lancashire arrived at the port. Lifeboatman David Scott, an inshore fisherman, will now command the vessel.

## 'CRIPPLING' INCREASE

WHITBY fisherman are in protest to Scarborough Borough Council over the 28 per cent increase in dues on fish landings.

"This increase is on top of the 25 per cent they imposed last year," said solicitor Fred Richardson, secretary and treasurer of Whithy Fishermen's Society. "It is really savage."

The levy increase would mean they have in a year of just over £30,000.

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## AND FROM AF — HERE IS THE GOOD NEWS

COD WAR or no cod war, Associated Fisheries flew a solitary flag for the British fishing industry at Hotelympia '78 (January 14-21) — with triumphant success.

Associated Fisheries, parent company of British United Trawlers, put on its highest ever show, featuring not only the Group's food companies, but the fishermen and the ships they sail in.

Neither the White Fish Authority nor the Herring Industry Board were on show, probably because their promotional budgets have been heavily slashed this year.

## IRELAND'S NEWEST 80-FOOTER

THE FIRST vessel built by Campbelltown Shipyard for the Irish fishing fleet was launched recently from the yard at Trench Point, Campbeltown, Argyll.

She was named *Marden* by Mrs Mary O'Connor, wife of skipper/owner Denis M. O'Connor of Casteltownbere, Co. Cork.

*Marden* is an 80ft. all-welded steel herring trawler built to the yard's well proven Campbeltown 80 design. She will be completed at the yard's fitting out quay and is scheduled to go into service early next month.

*Marden* is the first of three vessels which Campbeltown Shipyard is building for Irish skipper/owners. The second — another Campbeltown 80 — will be launched in about six weeks for Sean O'Driscoll of Dunmore East and a large Campbeltown 85 for Frank Downey of Casteltownbere is due to be launched in June.

As always during the winter there has been a great deal of activity preparing vessels for the new season. Most of the jobs are routine, but there have been a few which weren't. The fitting of a Simrad SL sonar to skipper-owning Eric Loe's *Wardley* (one of last year's top seiners) by shipwrights Bridges & Solomon Ltd. caught the eye.

She intends to have a crack at tangle-netting during 1978. They also completed a whirlwind refit to the galley and messdeck on the Belgian beamer *Zephyr* in a staggering six days!

Ernest Leggett has been very busy, too, practically renewing the wheelhouse and skipper's berth on Skipper Anne Christensen's ex-Yorkie *Hanne Alvilda*, now renamed *Samora* (GY 332), and put-

ting in a new fishroom on the pair trawler *Ling Bank*. In a general reshuffle of its pair teams, Tom Sleight (F.S.) Ltd. has put Skipper David Rose in charge of *Ling Bank*. She is beginning the new year paired with *Solveig Borum*, whilst her old partner, *Grenaa Star*, has linked up with the former seiner *Grenaa Pearl*.

Going the other way, back to seining is Edith *Borum*. She has now been sold to Skipper Gordon Hoban and the *Freem Fishing Co. Ltd.* but is still agent by the huge Sleight organisation, which also welcomes this month's acquisition *Golden Venture* from Fraserburgh.

This is the vessel bought to replace the doughty *Skanderborg* on pair fishing partner to *Francesca Bujen* — Tom Wood.

THERE ARE still no signs of sprats south of the Tyne and certainly none at all so far in the Wash. As a result, Grimsby's spratters continue to concentrate their landings at North Shields.

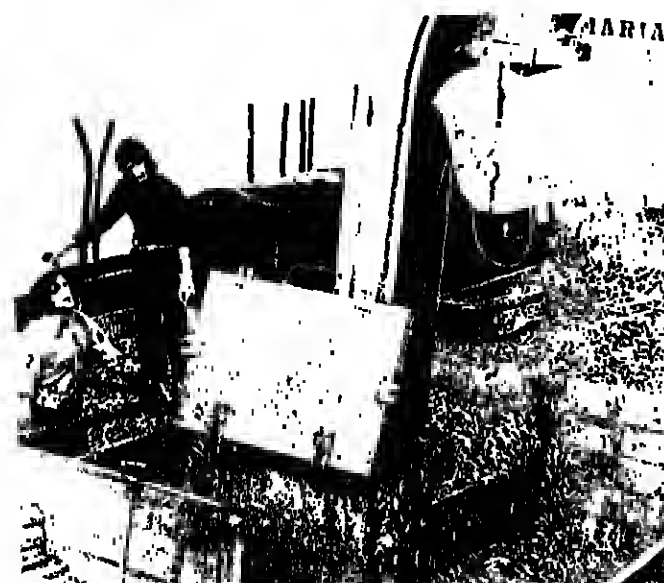
Latest reports indicate the recent spell of high winds has considerably hindered fishing, but *Glenda* (Skipper Frencle Wintem) and *Arcona Champion* (Skipper Bjvind Sorensen) are still performing well.

Meanwhile, Grimsby has been far from idle and well over 400 tons of sprats were landed there last week from Danish industrial fishing trawlers, unable to make the journey back to Denmark because of the weather.

Early in the week the 85-ton *Anette Johanneesen* put ashore 80 tons after heading for home, but turning back as gales and big seas swept an estimated deck cargo of tan tons overboard. She had been working off the Tyne and when trouble struck Grimsby was the nearest port.

Also caught up by bad weather, just before last weekend, was the steel pair team of *Marianne Hadobi* and *Afrodite*. The two Skagan trawlers landed roughly 350 tons, split 150-200 tons between the ten-year-old

## stay north of the Tyne BIG LANDINGS AT GRIMSBY



Deck cargo of sprats on the Danish pair trawler *Marianne Hadobi*.

*Afrodite* (Skipper Paul Eric Andersen) and the one-year-old *Marionne Hadobi* (Skipper Finn Rasmussen).

## TUG IN FRENCH FIRE DRAMA

A TRIP to the Leaswath fishing grounds by the MAFF tug *Lloydsman* was interrupted on Monday when she was diverted to the aid of a badly damaged French trawler off the Outer Hebrides.

In hurricane force winds the 162-ton *Cité d'Alsace* was taken in tow by two other French vessels, but the tug perished.

On Tuesday, reports by Pike our correspondent heard *Lloydsman*, a French trawler took her in tow.

"The French crew refused to leave their trawler and was understood that she had been hurt in the blast," he said.

Also standing by was a British nuclear submarine *Churchill*. Although she did not surface, the submarine used her extensive communications system to direct the rescue.

In mountainous seas, a crew of 10 on the trawler was unable to fight the fire and confined themselves to the wheelhouse.

## Problems that face a female cook...

LOWESTOFT trawler owners were in a bit of a quandary last week after they received the first-ever application from a woman for the job of cook aboard a trawler.

And with the recent Sex Discrimination Act very much in mind, they were thinking furiously about all the possible implications.

The immediate feeling was that the girl — believed to be about 18 — had no real idea of just what the job might entail, with trawlers fishing night and day, in all kinds of weather, and — for a woman — rough sea-going conditions.

"Obviously there has got to be some very careful thinking done," was how Peter Leighton, secretary of the Lowestoft Fishing Vessel Owners' Association, summed it up.

Peter Smith, personnel officer for the association, said: "The young lady came to see me and told me she would like to become a cook-larner on one of our trawlers."

"I gave her all the information we generally give to would-be trawler crews and she was also given an application form to complete. But quite frankly this is a matter which will have to be discussed with the authorities and with my board," he said.

"Trawling is not an ordinary industry — and obviously the whole question of a woman going to sea on a trawler will have to be gone into very thoroughly."

He said he did not wish to comment further on the sort of difficulties which might be presented by a woman crew member, "but quite obviously, apart from the very tough life at sea, accommodation would be one of them."

As many of the trawlers now had small, individual cabins — usually for two people — this problem might be

solved with the woman leaving a cabin of her own. And there, for the moment, the matter rests. If everyone realises that it might only be the forerunner of other applications from women — sorry, seagals — female persons — for jobs on the fishing fleet.

Old fishermen at skippers scratched their heads when they heard the news. Was the day coast when Lowestoft trawlers would be manned by women, they asked? Or what trawler could be skippered by a woman. With women entering many other professions previously considered as male prerogatives nothing was impossible.

Many of the foreign fishing vessels visiting Lowestoft have women among the crew, often as radio operators. It often expresses amazement at the British attitude that the sea is no place for a woman.

To seafarers a ship is always been a "she" — a feminine entity, first said by her way by launching her, then by her visits by her "ahighusband".

Why is a ship a "she"? Everyone has their own answer, but reasons usually given are that they always have a gang of men on board, she has a waist and she takes pains to keep her best and when she enters harbour she always heads for the buoy.

With the possibility of women forming part of British trawler crews, anything is possible. And as one Lowestoft trawler owner pointed out, "If one trawler crew had a taste of real cordon bleu cooking, there'd probably be a queue trying to join them."

# INSHORE at Grimsby

A MONTHLY FEATURE

A SEVERE shortage of lug worms for bait and poor fishing have very nearly brought Grimsby's inshore cod liners to a standstill.

Normally at this time of the year about ten local vessels would be regularly 'spragging', but the worm crisis is so acute and the fish so scarce that most began 1978 laid-up in dock.

When the cod first run into the River Humber about mid-October they will take whelks, but after about a month or so, once they get a hit of roe in them, only worms will fish.

Supplies are normally dug from the tidal zone between Grimsby and Cleethorpes but this year, with more and more diggers chasing fewer and fewer worms, they have fallen off completely in this stretch of foreshore has been pretty well turned over.

The heavy weather and big tides have not helped either and those worms left are well buried.

Of the local fleet only *Mystic* (skipper-owning 'Nico' Miles) has kept going with local supplies, and very much on a stop-go basis.

Before the fishing fell away agent Sam Chapman & Sons Ltd. considered continental imports, as did George B. Her Ltd. which now agents the Lowestoft-registered *Brundanner* from Grimsby. However, Skipper Johnny James managed to find an alternative source at Wells, Norfolk. Although pricey, they have kept *Brundanner* working.

Skipper-owning Sidney Carlton of *St. Vincent* is so disappointed with the local fishing he decided to try prawn trawling from Hartlepool until the dogs start up in March.

Almost unbelievably *St. Vincent* was built by Stephens of Banff in 1910 to fish under canvas and she is

one of the last genuine Scottish zulus still in existence and, moreover, still working. Despite her great age her timbers are in wonderful condition and she is a credit to her owner who keeps costs down by doing most of the maintenance and repairs himself.

She was motorised sometime between 1912 and 1914 and is presently powered by a Gardner 8LW of 84 hhp, unusually mounted in the bows, with the accommodation under the wheelhouse.

*St. Vincent* was fly-shooting before she came south from Lerwick 23 years ago to work the inshore grounds from Grimsby.

After a good summer dogging she went inshore trawling and Sid told *Fishing News*: "We didn't have a bad start, but it just petered out before Christmas. If there's a white fish in the locality what do you do?"

"We're a bit too small for sprats, so we're going to try our luck with prawns and hope it will work out."

Ironically, up to a few years ago there was a reasonable pick prawn fishery on their doorstep in the Humber (from the Middle Sund right down to Spurn) supporting several vessels. But the coming of the super tanker — and the necessity to dredge out a deep water channel in the river up to the oil refineries at Killingholme to accommodate these monsters — put paid to it.

They were also important nursery grounds for most North Sea fish and these have now also vanished under the dredging and dumping.

Oddly enough, with a monohull oil terminal actually in deep water further down the coast and linked by direct pipeline to Killingholme, the number of super tankers making their way up river are, being

generous, very few and far between.

As always during the winter there has been a great deal of activity preparing vessels for the new season. Most of the jobs are routine, but there have been a few which weren't. The fitting of a Simrad SL sonar to skipper-

owning Eric Loe's *Wardley* (one of last year's top seiners) by shipwrights Bridges & Solomon Ltd. caught the eye.

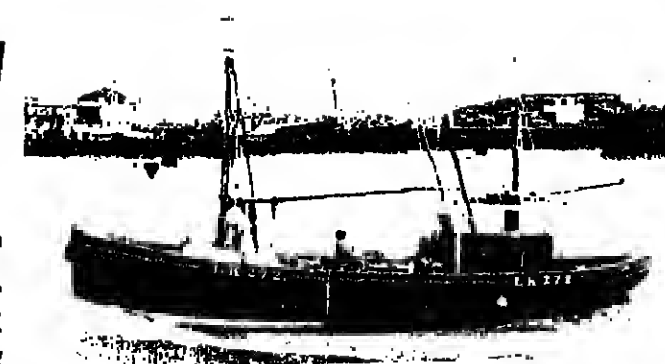
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This is the vessel bought to replace the doughty *Skanderborg* on pair fishing partner to *Francesca Bujen* — Tom Wood.



*St. Vincent*, formerly of Lerwick, Shetland, has classic zulu lines. She is skipper-owned by Sidney Carlton (below).



Below: Skipper David Rose is taking command of *Ling Bank* for the first time after a reshuffle of pair teams by agents Tom and Sleight.

## Seaveyor

The new, small-ship radar that's miles better than anything you've seen before

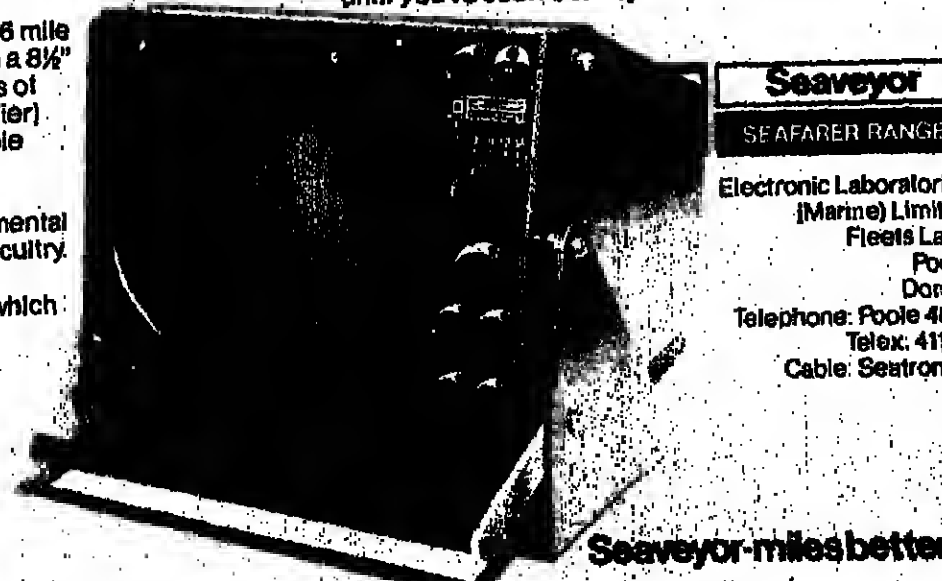
- 50% greater range than the Decca 060
- 46% greater screen area than the Decca 110
- 45.5% less power consumption than the Furuno FRS24
- 45.5% less scanner weight than the Decca 110
- 50% more range scales than the Sperry Mark 7
- 50% less units to install than the Konel KRA221

Seaveyor is the first of a new generation of radar equipment designed specifically to meet the needs of fishing and commercial vessels. It is not an up-date of existing equipment. It is not a larded-up yacht radar nor a little sister to big ship equipment.

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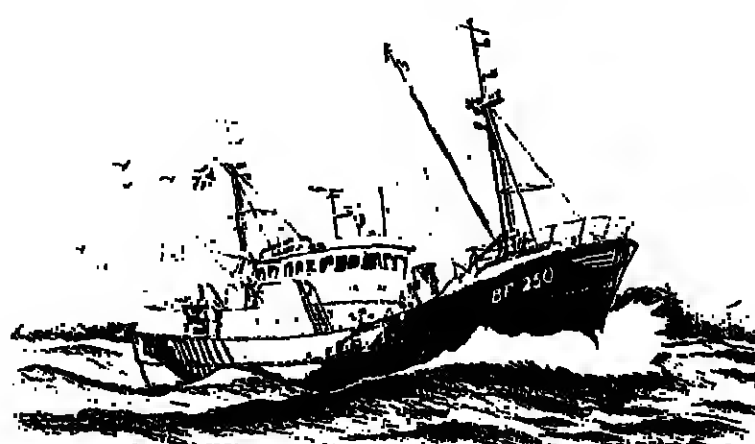


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Impression of the fishing vessel "BF 250" ordered by A. West & Partners of Gardentown.

Four more vessels of this type have been ordered by other owners.

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THE LAUNCH of the 74ft. steel seiner-  
trawler *Fisher Rose* marks an important  
step forward in the  
development of the  
new Merseyside firm  
of McTay Marine Ltd.,  
which was founded in  
1973.

*Fisher Rose* is the first  
vessel to be built in the firm's  
new shipyard at Brom-  
borough, Cheshire, and  
another vessel now under  
construction will be launched  
in the spring.

Construction of the two  
boats began in the open last  
summer and, as work  
progressed, the new shipyard  
has been built around them.  
The yard will be completed  
early this year.

McTay has built the hulls  
and basic superstructure of  
the two vessels under sub-  
contract to the well-known  
Scottish boatbuilding firm of  
James N. Miller and Sons  
Ltd., which received the  
orders for the boats and is un-  
dertaking the fitting out work  
at its St Monans yard.

Engineers from Millers  
were fitting the engine of  
*Fisher Rose* in Bromborough  
just before Christmas, so that  
she could be taken to St  
Monans under her own  
power.

The lines of both boats  
have been designed by James  
T. N. Miller and are based on  
those of well proven and  
seakindly Scottish wooden  
boats of similar size.

Although only 74ft. long,  
they have a beam of 22ft. and  
depth of 11ft. 9in. They are of  
good, stout form with a lot of  
space both on deck and  
below.

Both vessels have similar  
lines and a raked stem, trans-  
om stern and round bilges.  
Special features of their  
design are the box keel and  
bellest tanks. Box shaped in  
cross section, the steel keel is  
filled with cement.

When the boat is put on a  
slipway, or dries out in a tidal  
harbour, her weight will be  
resting on the box keel in-  
stead of on the bottom  
plating.

The water ballast tanks are  
arranged in the double bot-  
tom and extend from amidships  
forward. They can be filled or  
pumped out according to the  
weight of the fish being carried,  
so that good trim and stability are  
maintained under all con-  
ditions.

*Fisher Rose* is being built  
for Robert Clark, who is now  
sailing the *Musellburgh*  
seiner *Lothian Rose*. The second  
vessel has been ordered by  
Skipper Peter Murray of the  
Anstruther vessel *Boy*  
*Peter IV*.

*Fisher Rose* is of  
traditional seiner-trawler  
layout, but Skipper Murray's  
boat is of unconventional  
design. No doubt she will  
arouse considerable interest  
among fishermen as she in-  
corporates a number of un-  
usual ideas.

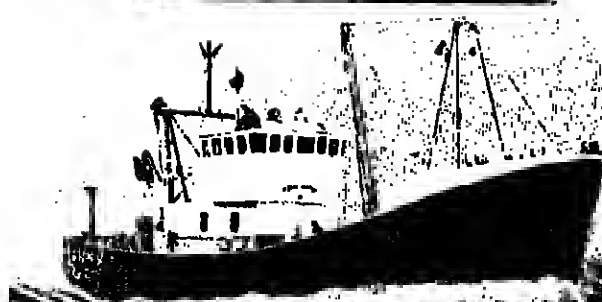
Her deckhouse, although  
placed aft, is probably of a  
new design for this type of  
boat in Scotland. Made of  
aluminium, the wheelhouse is  
sit on the after end of the cas-  
ing to give the skipper a good  
view of what is happening at  
the stern, as well as forward.

The galley is housed in the  
fore-end of the casing, on  
main deck level, and an  
aluminium gutting shelter is  
arranged forward and to  
either side of this.

Another unusual feature in  
a vessel of this size is the stern  
ramp set into the transom. A  
net drum is to be fitted aft of  
the casing in line with the  
ramp.

The net drum, and also  
seine rope storage reels, are  
being supplied by Fishing

# Mersey yard 'grow around new boats



Hydraulics of Elton; other  
gear handling aids will in-  
clude Rapp power block and  
Northern Tool and Gear  
'Mestra' seine and trawl  
winch.

Propulsion unit will be a  
Caterpillar D353 engine  
developing 425 bhp at 1,225  
rpm. Some 4,000 gallons of  
fuel oil and 400 of fresh water  
will be carried. Wilmar  
Engineering of Aberdeen is to  
supply the auxiliary engine.

*Fisher Rose* is powered by  
a Caterpillar D379 engine  
which gives 565 bhp at 1,225  
rpm. At the request of her  
skipper she has two extra  
water ballast tanks fitted in  
the stern.

Har deck equipment in-  
cludes Sutherland of  
Lossiemouth seine and trawl  
winch, plus Repp power  
block, and she will carry  
4,000 gallons of fuel and 400  
gallons of fresh water.

Seine ropes will be stowed  
in bins below deck — and an  
unusual feature of both  
vessels are the towing posts,  
which are fitted at the stern  
in place of the traditional  
trawl gallow frame.

This is an idea specially  
developed by McTay and  
consists of heavy steel tube  
mounted on a seating, carried  
down into the bottom of the  
vessel, to provide a very  
strong structure.

The towing posts are  
mounted just inboard of the  
bulwarks so that the trawl  
boards can be stowed in the  
usual manner. Each post is  
fitted with a hanging block.  
Flanges at deck level allow  
the posts to be removed when  
the boat switches to seine net-  
ting.

McTay Marine Ltd. is part

of the McTay Engineering  
Group of companies which  
was established in 1981 by  
Jim McBurney and Jim  
Taylor. The firm has  
specialised in the construc-  
tion of pipelines and storage  
tanks.

Mr. McBurney, who is  
chairman of the McTay  
Group, is a keen yachtsman  
and during visits to the Con-  
tinent had seen trawlers under  
construction.

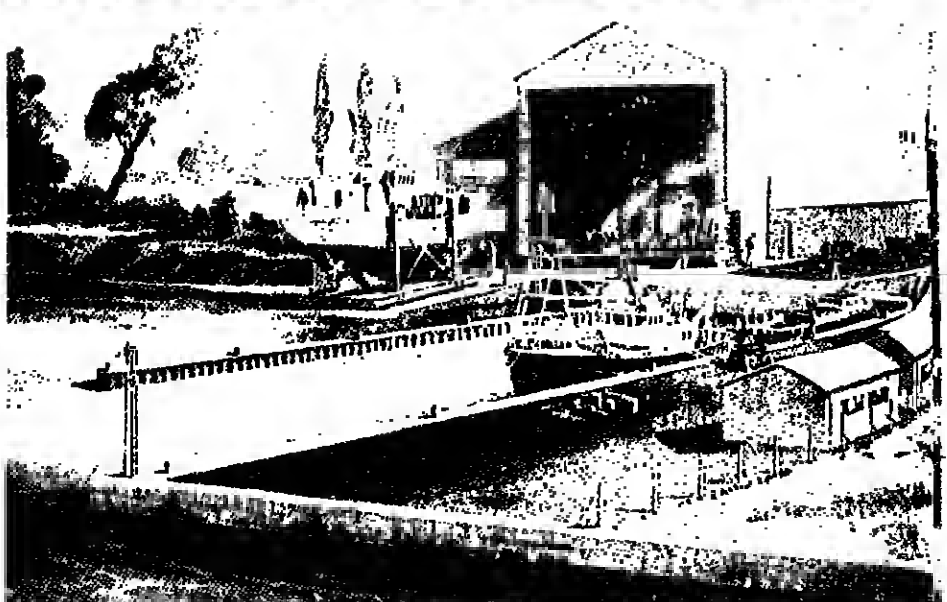
He was interested in under-  
taking marina work at Brom-  
borough and so the firm built  
several survey boats and a  
yacht.

Through his interest in  
plastercraft, Mr. McBurney  
met James Miller, whose  
firm is famous for yacht  
building.

At the time McTay was  
entering the shipbuilding  
field, Millers had received  
enquiries for steel fishing  
vessels from a number of  
Scottish skippers. Conse-  
quently, McTay received the  
orders to build the hulls of  
these vessels, as the Miller  
yard is not geared to steel  
construction.

The first two hulls, which  
McTay built under sub-  
contract to Miller, were the  
60ft. seiner-trawlers *Shorn*  
*Vole* and *Ocean Herald*,  
built respectively for Macle  
Trawlers of Port Salen and  
Skipper John McElna of  
Pittenswem. Both boats were  
fitted out by Miller in 1975  
and are now fishing.

The hulls were built in  
cramped premises and had to  
be taken by road for  
launching into Bromborough  
Dock, about a mile away.  
When McTay received the  
orders for the two 74-footers,  
it decided to build a new



Left: *Fisher Rose* as she was launched from the new McTay yard and an artist's impression  
boat. Above: how the yard will look when finished early this year.

shipyard because existing  
facilities were inadequate.

Built at a cost of some  
£300,000, the new yard is be-  
ing designed and constructed  
by the McTay Group. In ad-  
dition to the new shed, which  
is 240ft. long, there will be of-  
fices, stores, mould loft,  
workshops, etc. This will offer  
all the facilities required by a  
modern, self-contained, ship-  
building yard.

A soft bottom dock will  
come into use in about a  
year's time but, meanwhile,  
the firm has the use of a deep  
water dock about half-a-mile  
away from the new yard.

The yard will be able to  
build up to 12 craft a year un-  
der cover.

McTay is particularly for-  
tunate in that it holds other  
kinds of vessel, so it will not  
be unduly affected by the  
present recession in fishing  
boat building. The yard has a  
continuing order book for  
workboats, personal  
carriers, etc., and so has the  
workforce and all facilities  
ready to undertake more  
fishing boat building when  
required.

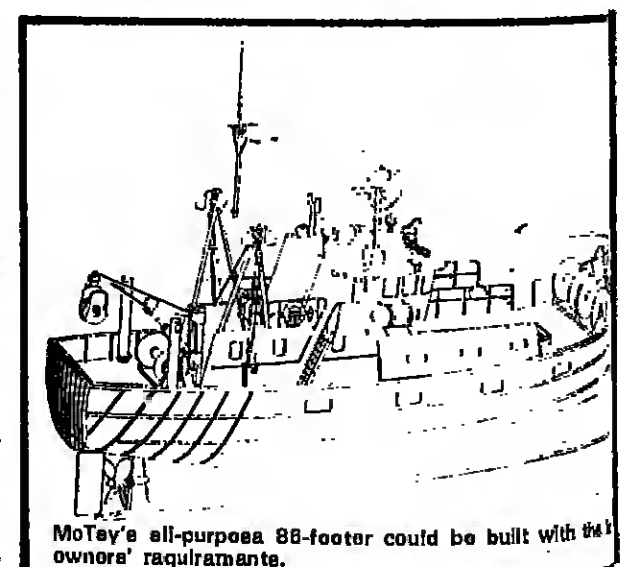
Fishing vessels can be built  
to any design and the firm  
can either produce hulls for  
fitting out elsewhere, or sup-  
ply completed boats. A design  
is available for an 86ft. multi-  
purpose fishing boat which is  
of the round bilge type, with  
transom stern.

With a stout and seaworthy  
hull, this vessel could be built  
to suit the owners' re-  
quirements and would be  
adaptable for any kind of  
fishing.

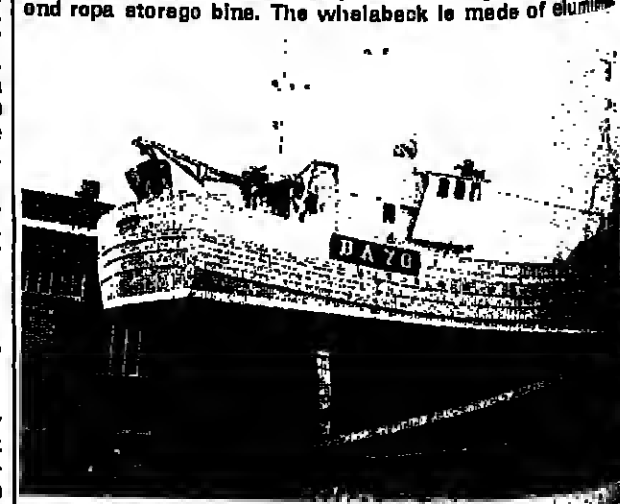
The firm's policy is to offer  
quick deliveries at fixed  
prices and this will be made  
possible by preparing detail-  
ed specifications and getting  
all owner requirements set-  
tled before building starts.

This way, says McTay,  
alterations to the boat while  
she is building can be kept to  
a minimum.

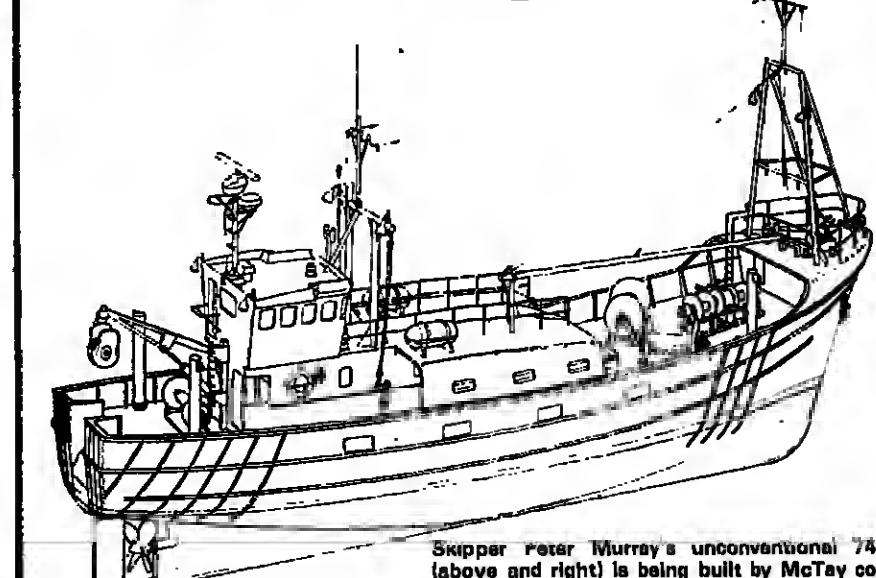
Joint managing directors of  
McTay Marine are Jim  
Taylor and Gordon Poole.  
Technical director, and also  
the firm's naval architect, is  
Ken Osborn.



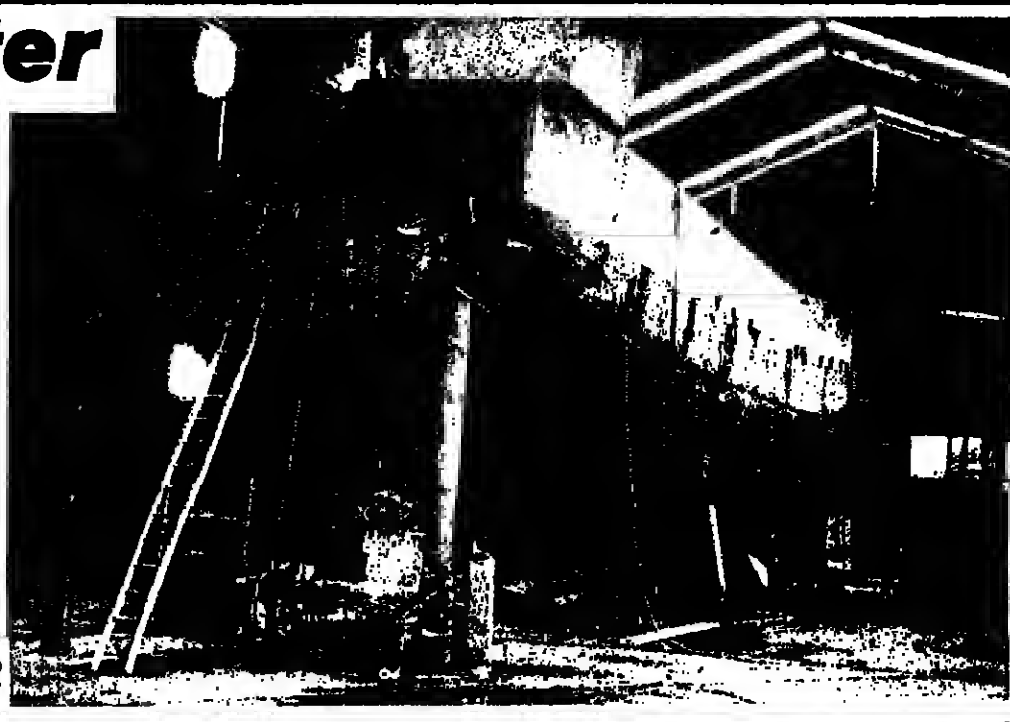
McTay's all-purpose 86-footer could be built with the  
owners' requirements.



## Stern ramp 74-footer



Skipper Peter Murray's unconventional 74-footer  
(above and right) is being built by McTay complete  
with stern ramp. Her deckhouse and gutting shelter  
are more unusual features.



## Noble builds 'Wanderer' to new lines

WANDERER II, a 70ft  
wooden-hulled seiner-  
trawler built to new  
lines by the Girvan  
yard of Alexander No-  
ble and Sons, is for two  
brothers, David and  
Kenneth Gibson of  
Dunure.

The firm had to construct a  
new berth to build the craft as  
the existing shed is only 70ft.  
long.

The new facilities will now  
enable the firm to build  
wooden vessels up to 85ft.  
long overall. In addition,  
vessels up to 150 displace-  
ment tons can be overhauled  
and repaired on the slipway  
which was built about five  
years ago.

*Wanderer II*, which has  
started her career seine  
netting from Ayr, is the fifth  
vessel to be built by the Noble  
yard for the Gibson family.  
Designed by the builders, she  
is a stout and roomy vessel  
with a transom stern.

She is of traditional seiner-  
trawler layout and below  
deck is sub-divided from  
forward into forepeak, fish

room, engine room, crew's  
cabin and steering gear com-  
partment.

With an overall length of  
69ft., she has a beam of 21ft.  
6in. and draft of 10ft. 6in.  
She has a registered tonnage  
under Part IV of 49.54.

Construction is of larch  
and oak planking, on an oak  
framework. Deck beams are  
of steel in the engine room,  
larch in the cabin and oak in  
the fishroom and forward.

Deck planking is of kiln-dried  
larch and the after fishroom  
bulkhead is of steel.  
Marine Fabricators, of  
Dalry, made all the  
aluminium superstructure in-  
cluding deckhouse, whale-  
back, fishroom hatch,  
masts, seine net derricks and  
landing derrick, however, is of  
steel.

Propulsion is provided by a  
Kelvin TBSC8 turbo-  
charged, eight-cylinder,  
diesel engine which gives 450  
bhp at 1,290 rpm to drive the  
fixed-pitch propeller through a  
Raintree 4:1 reduction and  
reverse gearbox. A Kort fixed  
forward into forepeak, fish

being designed by Kort and  
made by Newage Engineers  
Ltd. On trials she had an  
average speed of 10.6 knots  
over three runs.

A Gilbert Gilkes and Gor-  
don Gilmeel hylge and general  
service pump, and two 24V  
AC90 alternators, are also  
driven from the main engine.

At the fore-end of the  
engine, the 120v variable  
displacement hydraulic  
pump for the winch is driven  
through a flexible coupling  
and a Sutherland of  
Lossiemouth step-up gear-  
box. A pump for the power  
block is also driven off the  
step-up box.

Wimer Engineering, of  
Aberdeen, supplied the aux-  
iliary engine which consists of  
a British Leyland 25hp  
Tempest diesel which is fresh  
water cooled with a heat ex-  
changer. It drives a  
Transmotor 24V, 125 amp,  
alternator, Desmi bilge and  
general service pump,  
hydraulic pump for the cargo  
winch and a Boardman net  
retrieve system.

Two tanks in the  
engine room hold a total of  
2,400 gallons of fuel oil, while  
two tanks in the stern carry  
400 gallons of fresh water.  
Other engine room equipment  
includes Airmax ventilation  
fans and Lucas batteries.

A Sutherland combination  
seine and trawl winch is fitted  
on deck, forward. The Beccles  
No. 2 coiler feeds seine ropes  
down into storage bins which  
have steel hatches and  
aluminium covers.

Fitted on a single-reach jib,  
aft of the deckhouse, is a  
Carron 24in. power block,  
supplied by C. F. Wilson and  
Co. of Aberdeen. This firm  
took over the deck machinery  
interests of Carron earlier  
this year. A Carron cargo  
winch is fitted on the  
whaleback to work the lan-  
ding derrick. Seine ropes lead  
are of whale manufacture and  
the deck is illuminated  
by Chalmers rubber-cased  
floodlights. A Francis  
searchlight is fitted on the  
wheelhouse top.

Above, left: Inside the  
wheelhouse of *Wanderer II*, the  
fifth boat the Noblyard at Gir-  
van has delivered to the Gibson  
family of Dunure. Fittings will  
include a Simrad SL sonar.  
Left: bunks in the pleasantly  
finished crew cabin aboard  
*Wanderer II*.

Freeing ports, with  
galvanised gratings, are  
mounted at suitable places in  
the bulwarks, and the deck is  
also fitted with portable steel  
pond stretchers.

Insulated on its after  
bulkhead with 4in. cork, the  
fishroom has steel stanchions  
and wooden division boards.  
The after end of the fishroom  
is arranged for boxing her-  
ring.

A wide range of equipment  
is fitted in the wheelhouse.  
Fish finding is carried out by  
a Kelvin Hughes MS 44 echo  
sounder with BL1 expansion  
unit, and a Furuno Ad-ecope  
Mk.11 cethoda ray tuba unit.

Arrangements have been  
made in the fishroom to house  
the transducer for a Simrad  
SL sonar set, although this  
has not been fitted yet. Other  
equipment in the wheelhouse  
includes Decca Mk.21  
Navigator, RM 916 radar and  
450 autopilot; Sailor  
T122/R106 radio telephone;  
Kelvin Hughes Foreland  
VHF radio telephone; Walker  
Trident log; Tanford H100  
ESD steering gear; Morse  
engine and winch controls;  
Wynnum window wiper  
and Fiom horn.

A combined galley and  
messdeck is arranged in the  
after end of the deckhouse. It  
is fitted with a New World gas  
cooker, Vallant water heater  
and Electrolux gas fridge.

Bunks for seven are  
arranged in the after cabin,  
which is heated by a Rafelex  
oil stove, and the cabin,  
wheelhouse and galley are  
finished with Arborita  
plastic-faced plywood.

Founded in 1946 by Alex-  
ander Noble, who is a native  
of Fraserburgh, the Girvan  
yard has a considerable

reputation for building  
cruiser-sterned ring netters  
for the west coast herring  
fishermen.

In more recent years the  
design of the ring netter has  
been adapted to be capable of  
other fishing methods, in-  
cluding seine netting, prawn  
trawling and herring pair  
trawling.

Although the bulk of the  
firm's work has been concern-

ed with ring net vessels,  
a number of boats have also  
been built for other uses.

These include the drifter-  
seiner *Foithful* (PD 307),  
completed for Peterhead  
owners in 1964, and two  
Danish seiners built for  
Whitehaven in 1959.

Latterly, a number of small  
seiner-trawlers and scallop  
dredgers have also left the  
firm's work has been concern-

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MFV "Gallic Rose" — 316 fms by 90 fms  
MFV "Julie Anne" — 292 fms by 90 fms

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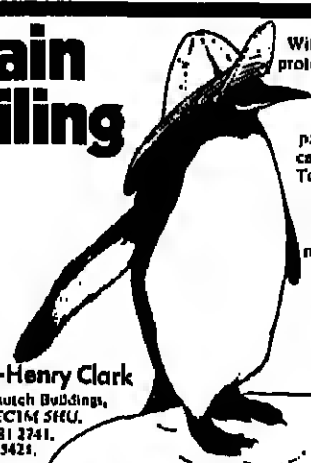
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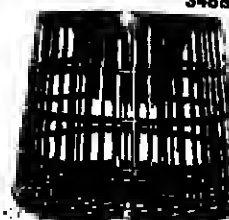
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# Catching and cooking prawns

## John Burgess' Log



"COULD you please tell me how to catch prawns off the Welsh coast, what is the best bait to use and on what sort of ground they are found in the greatest quantities."

"I should also like to know how to boil prawns and how to pick or peel them. Are they picked in the same way as shrimps?"

"I take it that the species you want to catch is the common prawn (*Polosmon setacea*).

Prawns of this type can be taken in both hoop nets and in pots or creels similar to those used along the Dorset, Devon and Cornish coasts.

Procedure when hoop netting prawns is to bait whatever number you are going to use, stow them in the stern of a boat and then to proceed slowly over the selected ground dropping them overboard at intervals of about ten metres.

It is customary to haul the first one after it has been down for about a quarter of an hour and then to haul the others in turn. For best results hoop nets should be worked at night.

One traditional type of pot used for catching prawns in the West Country resembles a Cornish inkwell pot in shape. But finer with a more closely woven mesh. The base of this pot is about 30 in. (762 mm) diameter and the mouth 5 in. (127 mm) diameter and it is usually weighted with stones lashed to the outside of the base.

Another is a square trap made of wire netting. It has funnel shaped entrances in each side, in addition to one in the top, and a door in the base for clearing and baiting. It is weighted with a length of chain attached round the bottom of the sides.

Modern devices for catching prawns include traps made by R. J. Davis at the Marine Engine Centre, 19 Benville Road, Weymouth, Dorset, and R. and B. Leakey, The Sutcliffe House, Sattle, Yorkshire.

The Davis trap is made of GRP and measures 11 in. (279 mm) by 11 in. (279 mm) by 8 in. (203 mm) high. It has three entrances — one through the top and two through opposite sides — in which are eyes of a size to permit ingress by prawns, but keep out crabs.

Into the base of the pot is moulded about 3 lb. (1.360 kg.) of lead to ensure, as far as possible, that it will settle on the bottom the right way up and remain so.

The Leakey trap, which is made of galvanised steel rod covered with netting, is modelled on the traditional Pools prawn trap.

It is square and has five entrances large enough for prawns, but small enough to keep out conger eels and dogfish. A feature about it is that it can be folded and carried in substantial numbers in a small boat.

Traps are fished single and more efficiently — in strings. A string usually con-

sists of a dozen traps attached at seven metre intervals to a backbone. They will catch prawns in daylight, but will do so in greater quantities at night.

Effective baits are salt herring and gurnard, fish heads, limpets and mussels, but crushed green shore crab is generally acknowledged to be the most effective.

According to P. O'Farrell prawns are to be found in the greatest quantities on sand and mud patches between rock outcrops where there is plenty of seaweed or eel grass, and he advised that traps should be set as near large seaweeds as possible without being covered by them.

Prawns, like shrimps, are best boiled as soon as possible after they have been caught. It is recommended that they are put in bricky boiling water in batches small enough to allow them to move about freely. After about seven minutes they should be taken out and cooled.

They can be cooled by immersion in sea water or by hanging spread out on canvas or wire mesh trays, but recommended practice is to put them in polythene bags surrounded by ice.

They are picked in the same way as shrimps.

"DO YOU know of any concern interested in buying shark skins and fins, as well as oil?"

"The only one I know of is a firm called Shark World International, which has headquarters in Florida, USA. It buys hides, fins, meat, jaws and individual teeth, as well as oil.

Oil is acceptable in a crude state; fins in sets consisting of two pectorals, one dorsal and one under tail fin, all of which must be thoroughly dried; and meat if it is properly dried.

To find out whether your

## ELECTRIC REELS

"IN PREVIOUS issues you have described electric line fishing reels made in Norway and Iceland.

"Do you know if hydraulic reels are made in either country or anywhere else?"

A hydraulic reel is made by J. K. Joensen and Sonur in the Faroe Islands. Its type

## CHOOSING A RADAR

"WE ARE thinking of installing a radar, as an increasing number of vessels are arriving and departing from here, even when visibility is bad. We have only a small wheelhouse and a limited 12 V power supply.

"Can you tell us which of the compact, low-priced radars available would be best for us to install?"

"I should think that the Barcon X10 radar would be as suitable as any as it is a direct descendant of the Mariner 010 instrument designed and produced by John French, and only consumes 35 W at 12 V.

Both the display unit and scanner are compact and light, and the former embodies features you would expect to find in more expensive instruments.

Instead of fixed range rings it has a variable range marker and, by adjusting a control on the front panel, a range ring marker can be overlaid on a target. The distance can then be read from a calibrated dial on the front panel.

products are suitable and what you would receive for them, you would have to send samples in the first place.

At least one gallon of oil, 10 lb. of meat, a complete set of fins, three sets of jaws and/or a dozen individual teeth should be sent. Hides, I suppose, should be salted and dried.

If you are in any doubt

## Mooring lights

IF YOU have to leave your boat at anchor unattended, a control for switching an anchor, wheelhouse and/or cabin lights on at dusk and off at dawn automatically, may be of interest to you.

It consists of a transistorised relay unit, a photoresistive cell, an over-riding switch and terminal connectors with insulating sleeves.

The cell is provided with a suction mounting, pad and several feet of cable to enable it to be located in a position near a wheelhouse window,

## GRIBBLE WORM

"WE ARE being troubled here by what we think is the gribble worm.

"Can you tell me what gribble worm looks like, how it attacks wooden boats and how it can be prevented?"

"The gribble is a crustacean which looks like a wood louse, but is only about one centimetre long. It bores into the wood to a depth of about one inch and then returns to the surface to select a fresh piece of wood.

It quickly reduces the wood to a pulpy mass which is washed away and exposed to decay.

The heat wave to protect wooden hulls against gribble worms is to sheathe it with an impracticable, though it is to do so to apply top quality anti-fouling, more often the you would, in places where the worms are not a menace. If you were to sheathe your boats three times, instead of once or twice a year you would be unlikely to have so much trouble.

## HULL Trawler Officers' Guild held its annual dinner and dance earlier this month at the Grange Park Hotel, Wilbury.

About 270 people attended including Tom Boyd Jr., president of Hull Fishing Vessel Owners' Association.

Five Hull skipper away on trips sent radio greetings and their messages were read out during the evening.

The speakers were Skipper Jack Lilley (Hull Guild president) aboard Dana, Roy Waller of Pict, Frady Myers of Arab, Norman Longthorpe of Lord Nelson and George Saul, liaison skipper with Miranda.

This evening was organised by nine wives of Hull skippers.

During the evening a tombola with 350 prizes was held and there were other events with 14 prizes.

# Inshore herring is the best bet — WHEN IT COMES TO FUEL COSTS

SCOTTISH inshore herring fishing is a much more attractive food production process than distant-water trawling for cod, or even raising beef.

This is suggested by data produced at the Energy Analysis Unit, University of Strathclyde, Glasgow.

Using energy analysis to measure all the energy used up in making the material employed in the fishing process — boats, fishing gear, ice and fuel — Dr. William

Edwards illustrates that 30 tons of protein from herring, or three tons of protein from cod, or only one ton of protein

from beef, may be obtained for the same amount of energy.

It is shown in the same article (to be published in *Fishing News International*, February) that the major energy input to fishing is fuel oil (over 80 per cent total energy used up by vessels under 80ft, rising to over 90 per cent for larger vessels). This information has important implications in these times of rising fuel costs and uncertainty over the future of the present fishing industry.

Other trawling is the most energy-intensive fishing activity carried out in Scotland, followed by light trawl, seine, purse seine and finally pair trawling. The amount of energy put into other trawling has been rising over recent years as fishermen have had to spend longer times at sea searching for decreasing stocks of fish. Inevitably, catches have been levelling off and, more recently, falling.

It is contended that further intensification of distant-water and mid-water trawling operations should be prevented and that inshore and near-water fishing should be protected; only pelagic fishing provides more food energy than is expended in the process of catching and landing fish.

This type of information is helpful in understanding how much of our resources are used up in providing our food. It certainly points to the favourable position of pelagic fishing as a low intensity method of food production.

Fish farming systems are now being assessed by the unit. This data, when available, should provide an interesting comparison of fish production methods.

# New 54-footer for Bridlington

LAUNCHED last week from the Knottingly yard of John Harker (Shipyards) Ltd, was the 50-ton seiner-trawler *Ocean Contender*.

The vessel, with an all-welded steel hull, was built for Mr. M. J. Watson Hall and Mr. A. Coates and launched by Mrs. Coates.

*Ocean Contender* is designed for herring trawling and seine netting and will operate from Bridlington. With a hp length of 54ft., she has a beam of 18ft. 6in. and a depth of 9ft.

Her main propulsion unit is a Baudouin type DNP12, of

390 hp at 1,600 rpm, giving the vessel a speed of nine to ten knots.

Her deck machinery consists of a forward-mounted Sutherland combined hydraulic seine net and trawl winch and a Beccles miller.

Accommodation is provided below decks, aft, for a crew of five and is heated by a Reflex oil heater.

The galley is equipped with a stainless steel sink unit, Formica work tops, cupboards

and drawer space, gas water heater and gas cooker.

Three 24V dc Transmotor generators in the engine room provide electricity for lighting and power; two are belt-driven from the main engine, while the third is auxiliary driven.

K & L's type 230 hydraulic steering gear is fitted.

*Ocean Contender* is the 311th vessel to be launched from the inland yard at Knottingly.

## Scarborough fair again

SCARBOROUGH Fishermen's Wives' Hospital Fund is holding a fair and exhibition on Sunday, August 8.

Last year it managed to reach its target for a Cryogenic unit which was urgently needed by a local hospital. This unit has many applications including ear, nose and throat, gynaecology and general surgery.

During the past few years, the wives have managed to raise over £13,145.

There is still a space available at the exhibition for companies to show equipment. Contact: Mrs. Mainprize, 42 Quays Street, Scarborough.

## TUGS LAID-UP



Fish dock tugs laid-up at Grimsby.

SPIRALLING running costs and a big reduction in size of Grimsby's trawler fleet have led the Grimsby Salvage and Towing Co. Ltd. to lay up another of its fish dock tugs.

A third vessel has been put on permanent standby as cover in the event of a breakdown to one of the three remaining tugs.

Last year the company laid-up *Sir Jock Croft Baker* and she has now been joined by *Sir John Marsden*, with *Thomas Baskcomb* on standby.

Most trawlers need two tugs for towage inside the fish docks but it was found that, by reducing the fleet to just three vessels, they were individually more efficient units than four vessels would be.

In any case the section tug *Brendo Fisher*, which works largely in the Humber towing trawlers in and out of the fish docks, or transporting crewmen to trawlers in the river, could also be called upon if available.

The three remaining working tugs are *Alfred Bonister*, *Herbert Crompton* and *William Grant*.

# Better 'down-under'

ABERDEEN skipper Edwin Parker (26), who has commanded three local trawlers, is to leave Scotland to begin a new life as a skipper of an Australian boat.

He said he is going down under because of the state of the Scottish fishing industry. This Australian industry has more prospects to offer.

He said: "I just thought that, with things being bad here, I'd like to give it a go there."

"There are plenty of fishing grounds to be exploited, while things are getting pretty bad here. I do not want to come back because there does not seem to be a future in the industry here."

Skipper Parker, with his wife Ann and three children, will make their new home at Albany, Western Australia. He said he faces the same distance to sail to the fishing grounds as from Aberdeen and will be commanding the same type of vessel.

One difference will be that the sextant is still being used in the Australian fleet — the industry is more or less in its infancy there.

Skipper Parker left school to join the fishing industry and later commanded the trawlers *Clarkwood*, *Aberdeen Fisher* and *Lewwood*.

FILEY fishermen, who formed a slinging group 15 years ago, sang at the Holiday '76 show in Birmingham last week.

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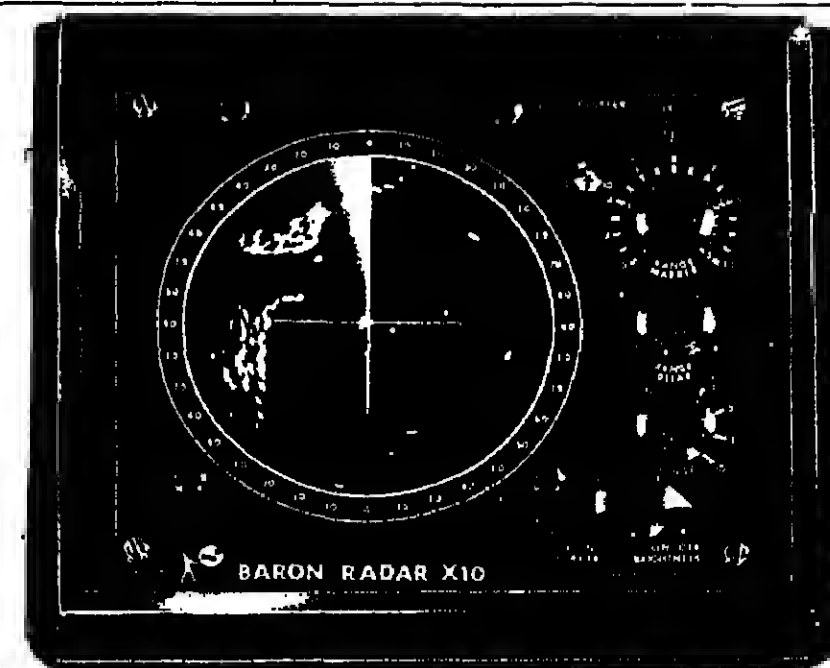
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